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Hongkong Daily Press.

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[a132]

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Hongkong, 1st March, 1905. [a286]

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Public.
Hongkong, 9th March, 1905. [a660]

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[a596]

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Hongkong, 1st April, 1905. [a37]

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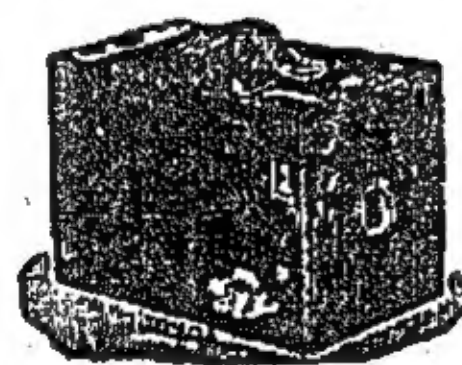
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MANAGER.
Hongkong, 10th June 1903. [a18]

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Hongkong, 31st October, 1902. [a49]

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Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
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THE MANAGER.
Hongkong, 7th October, 1904. [a49]

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**(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO**

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as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
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Canton, give easy communication with both
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[a241] THE MANAGER.

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Chinese officials should continue to be attracted by such fortuitous windfalls as that apparent in the revenue of 1904. Changing the revenue into sterling terms, the report shows that in 1903 the revenue was, at the average exchange of that year, £4,028,355; and that last year, also at average exchange, it was £4,514,019. Expressed in these terms, a twelve per cent. increase is disclosed; counted in Hk. Tls., the increase was only a three per cent. one. It is obvious that there was always a possibility of the exchange going against any such enhancement; and reversing the average rates of exchange for the two years, there would have appeared a serious decrease in revenue, even with the same actual three per cent. increase shown in tials. It appears self-evident that, having to calculate in such intricate ways, the margins provided for must always be greater than they need be under a stable currency. No doubt this is to come a feature which fosters complacency on account of the existing system, or lack of system; but, as the report points out, it is also a serious restraint upon trade. No real prosperity can therefore be looked for, out of China's trade with the outside world, until the money passing between the parties is made what it was intended to be, a faithful token of real values. Throughout this report, we have ample indication of China's natural riches. Why, then, is such a productive country not so well-off as its resources argue it should be? Because the price of Chinese products is not so much affected by the cost of production in China as by the price to be realised in the world markets. This price, which should naturally be ruled by the law of supply and demand, is constantly affected by the rise and fall, or anticipated rise and falls, of exchange rates. The man who produces the goods to be exported may not be a student of exchange peculiarities; but, the innumerable middlemen who connect him finally with the foreign buyer are not ignorant of the opportunities afforded for making gains. Even in far-away Chingtu, in Szechuan, we are told, the exchange rates are received by telegraph; and the Chinese jobbers in the many ports, with whom the foreign buyer has to deal, miss none of these opportunities. As the volume of supplies from the interior depends entirely on the prices offered at the coast, and these prices depend on exchange, it is not difficult to see that the pre-ent system is not the one to encourage production for export. A fall in silver would seem to promise encouragement to the producer; but here again the middleman has to be reckoned with; and it is only too probable that any such advantage is retained by him as extra profit, until he becomes wise enough to see that a greater production means greater profit, and that it will pay him to advocate the abolition of the system that offers such temptations, in order to encourage the greater turn-over.

H.M.S. *Humber* and *Centurion* left port yesterday, and the *Andromeda* came out of dock. The Nagasaki "Players" have also staged "Jane", the farce recently played in Hongkong. An extraordinary general meeting of the members of Club Germania will be held next Tuesday. The Japanese steamer *Kinki-maru* which stranded off Tsushima, in Akita-kan, has been refloated. The Amateur Dramatic Club are announced to give another performance of "A Summer's Day" on Saturday evening. The steamers *Hardy* and *Chowchow* have been chartered to the Nippon Yusen Kaisha at Kobe for its North China service. The Hongkong Schools' Sports will be held at the Race Course, Happy Valley, next Monday. The heats will be run off on Saturday. The Japanese Courts have refused compensation to the relatives of an American missionary supposed to have been drowned on an O.K. boat. The British steamers *Chekan*, *Anhui* and *Benworth* have now been made regular liners in the Nippon Yusen Kaisha's Shanghai service. The *Taiyang* and the *Winyang* will run occasionally on the same line. The cook's galley boiler on board the Swedish s.s. *Victoria* exploded while she was passing through the Japanese Inland Sea. The flying debris injured the rigging, but no one was hurt. Marie Corelli is among those who have uttered *obiter dicta* on the Russo-Japanese war. She is neutral, but sympathises with Russia, and hopes the war will do for Russia what the "Reign of Terror" did for France. The port of Yinkow, on the Newchwang river, having been opened to trade by the Japanese military authorities on March 27th, 25 steamers, which had been awaiting the opening of the port at the mouth of the river, proceeded to Yinkow that day.

The launch *Ying Fat* with the mail, after having been on the rocks near Deep Bay and bogged, arrived here from Shumshan five hours late last evening.

Two coolies were yesterday fined \$15 each, with the alternative of a month's imprisonment, for being in the servants' quarters of the Peak Hotel without permission.

Mr. J. H. Kemp, (Assistant Registrar, acting as second Police Magistrate) left by the German Mail yesterday on leave, and is succeeded as Second Magistrate by Mr. Orme. While at Home he intends to qualify for the Bar.

Mr. F. A. Hazeland yesterday sentenced twelve women of the Norwegian s.s. *Cairo* to three weeks' imprisonment for refusing to proceed to Japan with a cargo of coal. The *Cairo* has shipped another crew, mostly Chinese, and proceeded on her voyage yesterday.

The *Japan Chronicle* records the death of Mr. James Green, one of the oldest foreign residents of Kobe. Mr. Green came to Hongkong hoping the change would benefit his health, and did feel better; but on his way back on the s.s. *Korea* he died, between Nagasaki and Kobe.

The Nippon Yusen Kaisha has now 25 foreign steamers, of 59,097 tons. In its service, in addition to seven Japanese steamers of 14,575 tons also under charter. There are only 17 vessels of the company's fleet which are not requisitioned for the Government transport service.

Two Chinese who had been charged with larceny at Shanghai recently, and who had been acquitted for lack of evidence, were being detained in durance vile, until such time as they had disbursed what the Japanese runner considered his perquisite in the way of "squeeze." Inspector Aires at once informed the presiding Magistrate, who severely reprimanded the offending runner and was understood to order that he should receive one hundred blows.

A letter from the Government of Bogal, to the Colonial Secretary, Hongkong, dated 23rd March, 1905, says:—In continuation of the letter from this Government No. 88 Marine, dated the 13th January, 1905, I am directed to state for information that the regulations for the prevention of the introduction of plague by sea which were imposed in the ports of Orissa and Chittagong against vessels arriving from Hongkong, have been withdrawn.

The *Asahi* publishes a Taipeh telegram stating that a tribe of aborigines at Tsochikaku, Taiwan prefecture, having become active of late, and several persons having been murdered, the authorities decided to send a punitive force. On Saturday last an expedition consisting of 150 policemen and Chinese assistants, with a number of guns, proceeded to the district occupied by the offenders, when 21 aborigines were killed and a number wounded. The expedition withdrew in the evening.—*Japan Chronicle*.

Yesterday afternoon Mr. H. E. Pollock, K.C., instructed by Mr. R. A. Harding, applied on behalf of the Chinese government, for the extradition of a Chinaman. Mr. Norman Ferrers, instructed by Mr. Otto Kong Sing, appeared for the defence. The charges were as follows:—That one, Wong K. Chen, on the 26th August 1904 at Hui Kai village in the T'ang Koon district, Kwangtung, together with certain other persons, the monies of one Wong Choy Shi (\$100 in bank notes, \$49 in silver and certain jewelry and clothing) feloniously did steal take and carry away. A second charge was one of assault. The case was remanded.

The *N. C. Daily News* announces that Bishop Favier died at Peking on the 3rd inst. His long residence in the capital, his great abilities, and his unflinching courage and kindness, his intimate knowledge of, and sympathy with, the Chinese and their arts, had made him a power there with foreigners and natives alike. It will be remembered that he did everything he could to warn the Legations of the trouble that was coming from the Boxers, and his defence of the Peking Mission was one of the most brilliant episodes of the siege in 1900. His death means a very great loss to the Church, and a personal sorrow to the Peking community.

An interesting story is told in *T. P.'s Weekly* of an omitted comma which cost the United States Government a matter of £400,000 sterling. About thirty years ago the United States Congress, in drafting the Tariff Bill, enumerated in one section the articles to be admitted on the free list. Among these were "all foreign fruit-plants." The copying clerk, in his superior wisdom, omitted the hyphen and inserted a comma after "fruit," so that the clause read, "all foreign fruit, plants, &c." The mistake could not be rectified for about a year, and during this time all oranges, lemons, bananas, grapes and other foreign fruits were admitted free of duty, with a loss to the Government of at least £400,000 for that year.

The revolt of school boys in Russia is more disturbing to the French ideals of law and order than any political outbreak. It is reported that at one school in St. Petersburg boys of ten have made the following demands: "Three hours' day for lessons and the right of the pupils to choose their own teachers." What is the world coming to? asks a French writer. "The wonder is that these young monkeys have not demanded the recall of the Baltic Fleet or sent their congratulations to the Mikado! The rising generation in Russia is rising with a vengeance. We shall hear next that the babies who are taken for an airing in the public gardens are clamouring for a Constitution and have refused all nourishment until the autocracy climbs down!" One suspects this to be the French journalist's subtle way of indicating that his sympathies are not entirely with the Russian Government.

TELEGRAMS.

[REUTERS' SERVICE.]

THE CHINESE IN THE TRANSVAAL.

LONDON, 10th April.

Five hundred Chinese labourers broke out of the Jompers Deep Mine yesterday, and were making for Johannesburg when they were driven back by the mounted police, who were stored for three hours. The casualties are not serious. The Kafirs assisted the police. Twenty eight Chinese were arrested.

THE WAR.

["DAILY PRESS" SERVICE.]

OPINIONS IN JAPAN.

TOKYO, 12th April.

It is believed here that the objects of the Baltic squadron are to seek some haven on the South China coast; and thence to constantly menace Japanese shipping.

Kobe, 12th April.

The news of the approach of the Baltic squadron, while naturally creating considerable interest, is received calmly here.

"BALTICER" GOSSIP.

The report that a number of ex-shipmasters have left Hongkong for the neighbourhood of Singapore to act as pilots on the China coast for the Baltic Fleet is false.

The Baltic Fleet having passed through the Straits of Malacca last Saturday night very well have already arrived at Saigon, but it is believed by some that they are in no hurry, as it is intended by Russian diplomats that peace must be declared before the meeting of the fleets, and that no great naval engagement will take place at all.

A pro-Japanese theory for the Baltic Fleet passing Malacca rather than going through the Straits of Sunda is that an attack from the Japanese in this locality was feared, and that in such an eventuality it was contemplated to take refuge at Singapore, where, of course, the ships would have been put into sanctuary and dismantled. Japan, on the other hand, never contemplated giving battle in such a disadvantageous position.

Naval experts are of opinion that the engagement will take place to the eastward of Formosa, while the Baltic Fleet is steaming towards the region of Vladivostok. They draw vivid pictures of a night attack by Japanese torpedo boats and "North Sea" panic on board Russian ships.

The Russian fleet is not as strong as one would have expected in the way of torpedo boats.

So far, it is said, the probabilities are that the Baltics have not even scented the Japanese cruisers.

In the event of Japanese warships being injured, the only port in Formosa where they could take refuge is Keelung. Only torpedo boats and craft drawing about fifteen feet could enter Tamsui, and the ports in the Pescadores would not be much use for a similar reason.

The Baltic Fleet has but one course from Singapore to Saigon, for no object could be served by feeling about the open sea.

A man, with knowledge of naval affairs, interviewed yesterday, said he could not agree with what seemed to be the general opinion, that Japan would outpace the Russian ships as far north as possible. The Russian move would be to "kill time" in the south indefinitely, preparing the ships and waiting for reinforcements. His opinion was that Japan's best move is to strike at once. He said further that the value of torpedoes in modern warfare had been of late much exaggerated. They were effective at Port Arthur in the commencement of the war, but only on unprepared vessels, and vessels which, unlike some of the more modern craft, were only armoured above the water-line. At Port Arthur, for instance, about eight torpedoes were discharged against the *Sesadopol*, and only one of these pierced the torpedo net. And that did not sink the ship. The *Sesadopol's* armour, moreover, is not nearly so strong as that of others.

VLADIVOSTOK FLEET.

Japan has lost three or four warships, and her fighting strength to meet the Baltic Fleet is materially weakened by her having to keep several vessels behind to blockade Vladivostok. The Vladivostok fleet consists of half a dozen submarine boats, which ought to be more effective when the ice clears away; three cruisers, the *Gromoboi* (armoured), *Rosia* (armoured) and *Bogatyri* (protected); and about twenty destroyers and torpedo boats. All three cruisers have exceptionally high speed.

THE THIRD-BALTIC FLEET.

The fate of the third Baltic Fleet is still undecided. It consists of one battleship (the *Nicholas*), two cruisers, two coast defence vessels, a repairing vessel and half a dozen transports.

THE FOURTH-BALTIC FLEET.

The fourth Baltic Fleet, now fitting out at St. Petersburg is said to consist of four new battleships and two or three new cruisers.

SHIPWRECKED SAILORS AT HONGKONG.

Part of the crew of the wrecked British s.s. *Pharadia*, Captain D. M. Foote, arrived here from Manila by the s.s. *Zofra*, on their way home as distressed British seamen. The Chief Officer, Mr. W. Leary, was yesterday interviewed at the Sailors' Home by a *Daily Press* reporter. He narrated the story of the disaster as follows:—

The ship was wrecked on an uncharted rock in the San Bernardino Straits at about 9.30 a.m. on the 1st March. We had a cargo of coal for Manila, and from thence were to have gone to New York and Boston with Philippine produce. We did our best to get the ship adrift by jettisoning the cargo. I then took charge of a boat and went to Capoz Island Light House to send a telegram to Manila for tugs, pumps and cables to lighten the ship. There was no telegraphic communication at that point, so we had to go on to Sorsogon, fifty miles distant from the wreck. Lloyds Surveyor arrived on the 13th March with divers, pumps and coolies. Previous to this some cargo was discharged into lighters, but the tide was so strong that only three small schooners could be partly loaded before they broke adrift.

When the ship struck, the fore peak and No. 1 hold filled rapidly. After jettisoning about 1,500 tons of cargo, the ship swung broadside to the tide, dragging her anchors home and striking heavily on the port bilge. The bilge No. 3 hold was pierced, and water made fifteen inches in five minutes with all the pumps going—that was on the 22nd March. The engine room filled, and we abandoned the ship. We went to Manila with Lloyds agent in the little transport *Rodriguez*. The *Pharadia* is a New Brunswick owned vessel. She was built in Glasgow in 1898, and her net tonnage is 2,281. Salvage experts at Manila at I hope to float her.

ROYAL HONGKONG GOLF CLUB.

At the monthly meeting of the Golf Club held on the 8th to 10th April 1905, for the Captain's Cup, the following cards were returned out of 23 entries.

Mr. H. W. Robertson	90	12	=	78
Mr. F. Barry	85	—	—	85
Mr. C. M. G. Barrie	88	—	—	88
Mr. F. E. Scott	94	10	=	86
Mr. C. Nugent, R.A.	94	7	=	87
Mr. E. V. D. Parr	98	10	=	88
Mr. A. W. J. Watt	97	8	=	89
Hon. W. J. Gresson	102	12	=	90

Mr. A. J. M. Grieco	80	—	—	80
Capt. Nugent, R.A.	89	7	=	82
Major S. H. Pedley	86	3	=	83
Mr. F. Barry	85	—	—	85
Mr. C. M. G. Barrie	88	—	—	88
Mr. E. V. D. Parr	98	10	=	88
Mr. A. W. J. Watt	97	8	=	89

• Winner of Cup for the month.

B.H.K.Y.C.

The courses for the race on Saturday, for Mr. Mitchell's prize, will be No. 12, Lyman Beacon (port), Cuet Rocks Buoy (port), Lyman Beacon (port), 12 miles.

Start 2 p.m. Finish 6.30 p.m.

Handicap:—

Dione	0
Elynch	2 min
Vernon	2 "
Aden	6 "
One Design	11 "
Alannah	17 "
Chanticleer	23 "
Iris	28 "
Green	33 "
Gloria	38 "
Payne	43 "

THE MASONIC QUADRIELE CLUB.

At the City Hall last night this Club gave their last dance of the season, and as anticipated it proved, in every way, as great a success as its predecessors. Considerably over 100 couples responded to the invitations sent out; and the majority continued dancing until the small hours of the morning. On previous occasions the dances have been held in the large banquetting room of the Masonic Hall, but on this occasion the City Hall was requisitioned. The programme comprised Quadrilles, Lancers, Scottische, Barn Dance and Waltzes, also most of the other favourite round dances. The hall was nicely decorated by some of the more artistic members of the Club and presented quite an animated appearance. Refreshments were dispensed in a small room adjoining the Hall, and a light supper was partaken of on the completion of the first half of the programme. We understand that another Smoking concert is to be given under the auspices of the Masonic Quadrielle Club, doubtless prompted by the success that attended the previous one.

CHINESE LABOUR IN THE TRANSVAAL.

Mr. Lyttelton, replying to Mr. Macnamara in the House of Commons recently, said the present requirements of the mines were for no more than 55,000 Chinese, and that after that number had been reached the rate of increase—if increase there was—would be very moderate. The cost of recruiting and maintenance of Chinese was very heavy in comparison with the Kafirs, and ordinary prudence would dictate that the introduction of Chinese should be limited and supplemented by Kafirs, if such labour could be obtained. The experiment and all its consequences had received, and was receiving, the closest attention of the Transvaal Government and of His Majesty's Government, and they had no doubt that the representative government about to be introduced would give even better opportunities for scrupulously maintaining that attitude.

Two submarines of the A class were launched at the establishment of Messrs. Vickers, Sons and Maxim, Barrow-in-Furness, on March 7. Nine of the ten submarines of the type originally ordered at Barrow have now been completed.

CHINA'S FOREIGN TRADE.

TRADE REPORTS AND RETURNS, 1904.

Further extracts from the Customs annual report for 1904 are:—Imports.—The total value of net imports was Hk. Tls. 344,060,098, an increase of five per cent. Up to a few years ago our recorded values were based on market price; of recent years some ports gave market price and others c.i.f. value; but for 1904 the value of each article of trade the actual moment of landing (the c.i.f. value). Comparison is therefore to be made with the total, Hk. Tls. 310,453,428, which appears in the summary at the close of my Report for 1903, and the increase is actually 11 per cent. The accompanying diagram shows the decline in the relative importance of opium, and the rise in cotton manufactures and "Sundries" in the past 4 years. In 1864, to a total of 50 million taels, opium contributed 40 per cent.; cottons 12½ per cent., woollens 10 per cent., metals 4½ per cent., and all other goods 33 per cent.; in 1904, to a total of 344 million taels opium contributed 11 per cent., cottons 36 per cent., woollens one per cent., metals six per cent., coal two per cent., kerosene oil 8 per cent., and all other goods 36 per cent.—an aggregate for "Sundries" of 40 per cent.

Foreign opium fell from 58,478 to 54,705 piculs, which still was 3,965 piculs more than in 1902. Malva increased in quantity, and that the demand was genuine is evidenced by the fact that, notwithstanding the lower silver laying-down cost due to higher exchange, sale prices were fully 15 per cent. more in December than in January. Deliveries of Bengali opium were 29,569 piculs, against 32,892 piculs in 1903, the market at the close of 1904 being overstocked, with prices below those of January. Of all kinds considered together, the northern ports consumed 223 piculs less, Yangtze ports 302 piculs more, Shanghai 2,289 piculs less, Chekiang 204 piculs more. Substituted 1,065 piculs less, and Kwangtung 634 piculs less. These figures indicate increased production of Native opium, especially in view of the fact that the generally prosperous condition of the country allowed a considerable expenditure for luxuries. No statistics of the production of opium in China are ever obtainable, but in the reports from most of the producing districts are references to the exceptionally good condition of the poppy during the past year. The only indicator for the movement of native opium in China, and that by one only of innumerable routes and constituting a small fraction of the entire movement, is found in the Customs statistics of Folang; at this port the transit of Yunnan and Szechwan opium in 1902 was 7,721 piculs, 5,794 piculs in 1903; and 11,582 piculs in 1904, just a half of the last figure being the quantity in the last quarter of the year. The recorded import of Morphia, which in 1902 was 195,193 ounces and 100,148 ounces in 1903, fell in 1904 to 129 ounces, practically a nil importation. A year ago I noted that "Morphia fell but little more than half the 1902 figures—a subject for congratulation were it not probable that 1902 saw large quantities rushed in to avoid the increased duty." The only lesson that can be drawn from the 1904 figures would seem to be that the prohibitive measures sufficient to check smuggling with moderate duties at the uniform rate of five per cent., are ineffective in the case of a drug of small bulk on which is imposed a restraining duty of over 100 per cent., especially when the revenue authority has no such powers of investigation as are given in other countries for such articles as narcotics or tobacco. The annual average of the two years 1902-03, viz., 150,540 ounces, will, I am informed on medical authority, give from 150 to 300 million injections, according as the figure is based on the requirements of heavy druggards or on the ordinary dose.

Cotton manufactures were imported in smaller quantities, speaking generally, than in 1903. Plain fabrics (shirting, sheetings, tea cloths, drills, and jeans) had declined from 19,015,300 pieces in 1902 to 13,835,506 pieces in 1903, and in 1904 fell further to 12,948,904 pieces. The price of cotton on the Western markets, rising early in 1903 and keeping a high level during that year, was maintained well on into 1904, and as reduced to reasonable rate in time to give full work to the mills, but not in time to bring the woven product to the consuming market. Of the plain fabrics named above, the English mills supplied 7,841,604 pieces in 1903 and 8,109,020 pieces in 1904, thus showing a prompt response of the opportunity to replenish the market; American mills supplied 4,782,141 pieces in 1903 (already a much reduced output) and 3,733,543 pieces in 1904, a reduction explainable partly by the necessity of first supplying the American market, partly by the distance from this over-flow market, and partly because the American mills are most affected by any reduction in demand from Manchuria; the Japanese mills supplied 730,723 pieces in 1903 and 607,312 pieces in 1904, a reduction the more certainly attributable to the effects of the war and the resulting high cost of raw materials, since they are near at hand; the smaller supplies of Dutch fabrics were less and of Indian fabrics were more. Since the resumption of business after the fall in the price of cotton, it is reported that orders have already been placed for nearly all requirements a year or more ahead. Fancy makes of cotton goods, articles of luxury, the demand for which increases in time of prosperity, and in the price of which the raw material counts for a smaller proportion, increased in value from Hk. Tls. 19,320,246 in 1903 to Hk. Tls. 24,162,260. Chintzes, prints, and turkey reds were markedly less in quantity and value, but there was a considerable development in cotton imitations of superior fabrics, such as Italians, Hastings, Spanish stripes, flannels, etc. Cotton yarns fell from 2,738,448 piculs in 1903 to 2,280,878 piculs in 1904, the proportion to the total value of all cotton manufactures of this semi-finished product having fallen from 52 per cent. in 1903 to 48 per cent. in 1904. Yarn reached record prices during the year, and the best makes of the Japanese mills realised fully 10 per cent. higher prices than Indian spinnings; Indian yarn was 232,123 piculs less, and Japanese 192,577 piculs less, than in 1903. Taking the average of the three years 1902-04, we have a consumption of 2,489,099 piculs; the output of mills in China is estimated at 750,000 piculs, of which about two-thirds come from those at Shanghai and one-third from those elsewhere, and this gives a total of about 3,240,000 piculs of machine-spun cotton yarn consumed by the people of China.

Woollens call for no comment; their value remains at about four million taels, the value of the import of 40 years ago. Those who can afford woollens prefer silks and furs, and the weavers of cotton-wadded garments and sheep skins cannot afford woollens.

Metals increased in value by over a third; the increase is chiefly along the line, the only marked exception being steel. The exaggerated increase in copper (slabs, sheets, etc., from 90,997 to 273,910 piculs) and in spelter (from 1,090 to 14,325 piculs) is attributable to the demands of the Mints.

The import of rice, which in 1903 was less than a third of the 1902 import, rose in 1904 by 20 per cent. to 4,335,830 piculs; with the excellent crops in Kwangtung in 1903 and 1904, it may be assumed that its industrial urban population will always call for foreign

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, OL.
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HONGKONG, APRIL 13th, 1905.

ALTHOUGH the annual report of the Inspector General of Chinese Customs, concerning China's foreign trade, begins by the statement that the war's effect upon the trade has been "of minor importance," it would be improper to ignore the fact that its effect upon exchange has been great; and as the two are inseparable, the first statement appears to demand considerable qualification. It may be correct to call it an indirect effect of the war, when war causes violent fluctuations in exchange, and these again cause trade depression; but the connection is none the less real and intimate. Therefore we hope that the Chinese authorities will be duly impressed by the pregnant sentence in this report, that "no trade can stand such a strain under conditions in which even the wise foresight which settles exchange in advance may involve the operator in a heavy loss; and it is high time that all interested in the prosperity of the trade of China—governments, banks, importing and exporting merchants, guilds, jobbers, and retailers—used such influence as they possess to further any method of reform which will ensure stability of exchange." Unfortunately, there is too much attraction, in the element of gambling so introduced, for some of the persons named, who might otherwise be able to impart advice in quarters where it would have influence. If certain merchants, and the banks, prefer the profits derivable from fluctuations of exchange to the increased and permanent earnings that would come from the increased trade consequent on a saner currency system, it is hardly to be wondered at that the

supplies. Rice bran was also imported to the amount of 2,311,638 piculs.

Cigars and cigarettes increased in value from 24 to 34 million taels; while household stores and wine, beer, and spirits, maintained the value of 1904.

Flour comes to us, for the most part, from Hongkong, but in bags with the imprint of American flouring mills; the quantity increased from 766,324 to 937,346 piculs.

Under the total a total of 1,418,181 piculs of indigo, from 1,418 to 1,418,181 piculs; vegetable indigo a Chinese product made foreign by passing through Hongkong, also increased from 708 to 744,447 piculs. Other synthetic dyes maintained 1904 figures.

Kerosene oil continues its onward march, the total import having risen from 81,398,435 gallons in 1903 to the enormous figure of 156,801,235 gallons in 1904, an increase of 84 per cent.

To the total imports of the two years 1903 and 1904 American oil contributed 35 per cent, Russian 16 and 21 per cent, and European 47 and 43 per cent, respectively. Borneo oil, under that name, is much reduced, and California oil has made its first appearance.

Sugar of all kinds increased from 3,292,380 piculs in 1903 to 3,747,503 piculs.

Railway Plant was at HK. Tls. 5,046,459 in value, and other machinery increased in value by a fourth to HK. Tls. 2,600,000.

By the addition of several categories of goods to the list of imports enumerated it was hoped that the value of these included under the heading "Sundries, Unenumerated" would be materially reduced. So rapid, however, is the development of trade in minor articles that the heading gives even a greater value than in 1903, having risen to HK. Tls. 12,332,337. In this figure is included an exceptional sum of HK. Tls. 1,638,010, the value of 3,310 piculs of Manchurian raw silk imported into Shanghai from Danyang and Port Arthur, and consequently treated, not as native, but as foreign produce.

The transit of Formosa tea at Amoy was less than in 1903, the quantity re-exported having fallen from 143,880 piculs in 1902 to 119,488 piculs in 1903 and 101,701 piculs in 1904. The rest of the re-export trade shows some development, having been, excluding Formosa tea, of a value of HK. Tls. 9,438,240, against HK. Tls. 8,523,052 in 1903, an increase due to an unusual demand for cotton fabrics for Japan and Korea.

Exports.—The total value of exports was HK. Tls. 229,486,938, an increase of 11 per cent. As has been noted, this is value for value, whereas those of 1903 were based on the market price, and did not include charges for packing or shipping or duty, all of which are necessary ingredients in the value, the amount of the bank bill negotiated, required for international exchange; and during the past year special efforts were made at Shanghai—the port at which, whether as export or as re-export, is shipped over half the Chinese produce, leaving China—to obtain the true values from the ports of original shipment. The value given above is to be compared with that given in the summary at the end of my Report for 1903, viz., HK. Tls. 223,205,162, and not with the total, HK. Tls. 213,352,467, at the foot of the table of exports; and the inference must be that the export trade has not materially increased in value during the past year.

A study of the accompanying diagram shows the rise in importance during the last 47 years of goods other than silk and tea. In 1857, to a total of 51 million taels, silk contributed 24 per cent, tea 58 per cent, raw cotton an exceptional exportation, owing to the American Civil War 12 per cent, and all other goods six per cent; in 1904, to a total of 229 million taels, silk contributed 39 per cent, tea 12 per cent, raw cotton 10 per cent, beans and beanskins three per cent, five per cent, in 1903, and other goods 41 per cent.

In the enumeration of exports tea is still given first place, on account of its past importance. The total shipments of all kinds amounted to 1,451,248 piculs, a decrease of 220,235 piculs. Black tea, no distinction, grown best of all 60,474 piculs, fairly distributed over all the consuming markets; and brick tea, black and green together, accounts for the rest of the reduction, being less by 170,763 piculs. The lessened export of brick tea left a large quantity of dust available for shipment. The maintenance of the figures for black tea will teach the Chinese growers and packers a lesson, in leading them to believe that they can retain their title in the face of careless and unsuitable methods of growing and preparation; they should remember that the restriction of the market for brick tea left over the crop free for packing as leaf. Large shipments of green tea in the two previous years lessened the demand during the past year; and the reduction in the export of brick tea is explainable by the difficulties of transport to the consuming area in Asiatic Russia.

Silk shipments increased to a satisfactory extent over 1903 figures, but in the important items of white and yellow reeling did not attain to the already lowered figures of 1902. The heavy reduction in the shipments of 1903 fell almost entirely on Shanghai, and in 1904 it was Shanghai which showed the greatest power of recuperation. Native reeling of white silk, which there were reduced from 19 to 1903 by 18,325 piculs, recovered 13,186 piculs of the loss, Canton silk, increasing from 1,408 to 2,915 piculs; and flature reeling rose at Shanghai from 10,670 to 12,754 piculs, and at Canton from 83,371 to 101,221 piculs. In the total, 10,374 piculs of yellow silk is included as an export of 728 piculs from Tientsin to Burma. Wild silk—33,327 piculs—more than five-sixths from North China—more than in 1903 by 50 per cent. For many years attempts have been made to bring home to Chinese producers a realization of the danger impending over the China silk trade. It has been pointed out to them that their worms are diseased; that, of a smaller cocoon, it now takes from four to six piculs and a much greater proportionate number to make the one picul of silk formerly made by three to four piculs of the larger and stronger cocoon of former years; and that remedial measures were ready to their hand. From the day of the investigations of Mr. Kleinschmidt to the practical proposals of Mr. Koehler, all sound advice fell on deaf ears, and the only visible result is seen in a small school of instruction, feebly patronized, at Hangchow, and in a recent anonymous pamphlet entitled "Lesson to the Silkworm Industry," addressed to the people of Wusih and vicinity, in which the example of the painstaking Silk producers of Shao-ching, whose cocoons command a price 50 per cent higher than those of Wusih, is held up as one worthy of imitation. The silkworm of China are living in a fool's paradise. The drop from the higher prices of 1899 to the low rates of 1901 may have given them a shock; but their confidence was easily restored by the later moderate recovery, and the fact that they can still sell their deteriorated silk bales to the absolute necessity of doing something for the improvement of quality. Their prime error is in thinking that they make the price, that it depends on the cost of cocoons in China; the price is made in the markets of the West—at Lyons and New York, at London and Milan, and in making it Italy and Japan are much more important factors to-day than China. Of the world's supply of silk at present, based on the average of the past three years,

1902-04, and not including the home weaving of China and Japan, China provides 27 per cent. (North China 18 and South China 9), Japan 23 per cent, Italy 25 per cent, and all other countries 20 per cent; China silk, moreover, owing to its superior quality, has not even the influence due to its quantity. Although the export of white silk from China in 1904 was less than the export of five years ago, the world's visible supply is greater than ever before, and for 1904 is expected to reach a total of 325,000 piculs, of which China's export only constitutes 25 per cent. The fact is that the North China silkworm is by nature the best in the world, produces naturally from the best mulberry the largest quantity of the finest silk; but, in common with all other countries, the worm was attacked by disease. Other countries at once adopted remedial measures, with the result that the disease does not exist there, and with the further result that there silk is now superior to Chinese. Japan, for example, now obtains for her flature silk as much as is given for that from Shanghai; and while from 1893 to 1904 the export of Chinese white silk fell from 481,279 to 81,511 piculs, in the same five years the export from Japan increased from 59,069 to 96,586 piculs. The Chinese methods of breeding the silkworm were excellent so long as there were no scientific methods available; the export to the West and East was effective in eliminating the worklings from the eggs, and leaving only the strong to hatch out, cocoons leaf, and spin silk, but only on a condition that there was no disease. Against this the success of the failure of China to adapt microscopic examination of eggs is that, while of 400 healthy eggs selected by such examination, perhaps 700 may survive through all the stages of development and spin strong cocoons, from 1,000 of the eggs of to-day in the Shanghai country not over 30 will arrive at the spinning stage—the other 400 will have eaten leaf to waste, and even the surviving 300 will spin an undersized cocoon. As has been said, to make a picul of silk once took three to four piculs of cocoons and now takes four to six piculs. Everyone knows this; but what everyone does not know is, how to breed the silkworm. It is no one's business, and it is possible that, as with tea, so also with silk, the guilds and merchants interested will allow matters to drift.

Among other exports will be found some articles which are in this issue separately enumerated for the first time, such as eggs, minerals, opium, cotton and rape seed, timber and wool, etc., in which the trade to foreign countries is in recent development.

Beans and beanskins were considerably less than in 1903, the quantity being reduced by a half and the value by nearly a third; this was occasioned, not by a reduced demand in the principal consuming country, Japan—where they are taken, the one to produce an illuminant and essential oil for the use of her people, the other to be used in the rice fields which produce the people's food—but by the Russian declaration of the outbreak of war that they were contraband when shipped to the enemy's country. The export from Newchwang to Japan (in 1903 nearly the total export of beanskins and half that of beans) was consequently prohibited so long as that port was held by the Russian forces, and after its occupation by the Japanese supplies were restricted to those coming by rail from the neutral zone west of the Line.

Straw Braid increased from 8,723 to 88,110 piculs. A large portion of the increase came from improved demand for the finer qualities, while the coarser grades were again distinguished by the same charges of irregular packing and fraudulent packing which have characterized the industry in recent years. The Shanghai product shows a tendency to gravitate to Kiangsu, where the opening of the railway from Chien-nan, the Chefoo contribution to the combined export of the two ports having fallen from 70 per cent in 1903 to 40 per cent in 1904. Should this tendency continue, the efforts which have been made by some German exporters to improve the quality of the straw and the methods of braiding and packing will, if successful, have the inevitable result of forcing the Chinese guilds and middlemen, if not from shame, at least from interest, to place some restraint on the operations of the producers and packers, and in time a recognized chop may have a recognised value.

Raw cotton, the export of which suffered a slight check in 1903 owing to the high prices prevailing in the world's markets, again rose to its former march, and shipments increased by 60 per cent, to 1,228,588 piculs. Prices followed those ruling elsewhere, and when quotations dropped, those of Chinese cotton dropped also, leaving large stocks in the hands of producers and middlemen, who held in the hope of still obtaining the prices of the previous year, while spinners and exporters were in a better position to judge the future. Holders who had postponed the watering of their cotton until they found a prospective buyer were fortunate; but the fact is, it is stated, were few, and the action of Yangtze water on stocks may produce better results in the future than any legal enactments. A special reason for the increase in China's export to Japan is doubtless to be found in the withdrawal of Japanese steamers from the Japan-Bombay line.

Among minerals antimony, ore and regulus, coming mainly from the fields of Hunan, fell off a sixth, while tin entirely the product of Yunnan, gave a satisfactory increase to 50,391 piculs. Pig iron, an infant industry, gives good promise, having risen from 1,485 piculs in 1903 to 201,843 piculs (2,000 tons) in 1904.

Sugar and sugar molasses, amounting to 305,905 piculs of all kinds—Stems and pure, feathers, hides, mukkon, oils (expressed and essential), and opium are the principal other commodities to show much increase. The most marked decrease is in oil seeds (cotton, rape, and sesamum); the weather which gave such abundant crops of rice appears not to have been so good for these seeds, and the sharp rise in exchange doubtless lowered export value below that at which producers would sell. Matting was exported to a minor in diminished quantity, owing to disputes, resulting in a strike, between workmen and jobbers; the troubles were settled before the end of the year, and 1905 should show better results. Opium was exported to Tonkin to the amount of 4,179 piculs.

Shipping.—The (coast) entered and cleared was 63,774,706 tons, an increase of 6,484,317 tons. Of this increase, Chinese native-type shipping accounted for 4,588,241 tons, due to the inclusion in the table for the first time of the tonnage entered at certain offices which contributed to the value of trade and to the revenue collected from it, but had not hitherto reported the tonnage which carried that trade; of these offices, Kowloon and Lappe alone now report 3,735,516 tons, carrying trade valued at HK. Tls. 61,506,698, contributing HK. Tls. 701,052 to the revenue. The remainder of the increase, nearly two million tons, is the normal increase of vessels under the Foreign flag. Of the total, the British tonnage rose from 43 to 51 per cent, this, except for the Chinese flag, is the only increase in percentage, and the only considerable increase in tonnage, probably caused by the temporary substitution of British ships for those of the two belligerents, and partly by the tonnage required for the conveyance of 18,552 indentured

labourers from Chiuwangtsao and Chefoo to South Africa. German tonnage, about the same in amount as in 1903, fell in percentage from 13 to 12. Japanese tonnage fell, by the withdrawal of much of the ocean shipping, to but little more than half of 1903 figures, but was maintained at 4,290,350 tons by vessels under that flag, employed solely within the neutral waters of China; the percentage fell from 14 to 6. The Russian flag contributed 56,279 tons, presumably in the first month of the year, against 568,903 tons in 1903. Of other flags, the French and Norwegian remained at two per cent each, and the American rose to 11 per cent. An analysis of the last named is possible and presents a characteristic phase of the carrying-trade of the Chinese ports: the total entries of American ships at four coast ports averaged 2,490 tons, and the total at four river ports averaged 14 tons, the figures being for the former 199 ships, of 495,608 tons register, and for the latter 27,407 ships, of 393,078 tons.

Treasure.—The amount of Treasure imported was HK. Tls. 34,119,801, and of the export HK. Tls. 38,672,972, giving on the balance a net export of HK. Tls. 4,553,171, as shown by the table on page 18. It must not be forgotten, however, the gold is, for financial purposes in China as much merchandise as copper ingots, and the gold coin imported from Japan to the value of HK. Tls. 9,677,152 (say, 21,490,000) must, from that point of view, be so considered, thereby increasing the net export of Treasure on balance to about HK. Tls. 14,000,000. Of this gold coin, imported into Shanghai, two-thirds are still there in the shape of bars, lying like an unbroken over exchange money, awaiting a purchaser and forming no part of the liquid assets of the market, but available at any time to replace bills of exchange. It may be noted that at the close of the year and for some time in 1905 exchange rates (silver expressed in terms of gold) were from two to three per cent below the parity of exchange based on the price of silver. Unused gold from the mines in Hongkong, originating mainly in Piontsin and Chefoo, was exported to the value of HK. Tls. 1,379,714, but there is no recorded movement of Gold from Shechwan.

Silver shows a movement of HK. Tls. 23,518,638 imported and HK. Tls. 37,128,368 exported, two-thirds of the import coming from Hongkong, while Hongkong took the one-fifth and Japan the third of the export. Shanghai received HK. Tls. 13,198,711, and sent away HK. Tls. 17,147,642. The southern ports received HK. Tls. 7,802,565 from, and shipped HK. Tls. 19,563,795 to, their financial centre, Hongkong, both amounts being in coin; this constitutes the most serious drain on the banking resources of the Empire, but no published statistics exist to give the further movement of the funds; this drain is, however, counterbalanced by the coin brought in by returning emigrants, estimated at HK. Tls. 10,000,000. The recorded movement from Newchwang was almost nil, a mere HK. Tls. 230,000 to Chinese ports, while imports at that port, from Chefoo and Shanghai, were HK. Tls. 620,290 in silver and HK. Tls. 941,843 in coin. Tientsin received HK. Tls. 354,851 in coin from Hongkong, and HK. Tls. 3,246,556 in silver and HK. Tls. 2,614,097 in coin from Chefoo and Shanghai, while shipments to the latter ports were HK. Tls. 5,891,049, almost all silver. It is to be noted that the ordinary requirements of trade in the North call for silver and not coin. *Piastre de commerce* to a value of HK. Tls. 1,169,071 were imported from Tonkin into Mengtsu, presumably for railway construction.

I have been favoured with a statement of the estimated import and export of Treasure at Hongkong during 1904, from which I deduce the following figures for the movement at that port:—

Imports. Gold. Silver. Gold. Silver. HK. Tls. HK. Tls. HK. Tls. HK. Tls.

Chinese } 1,556,650 27,740,458 102,299 16,704,221

Non-Chinese } 11,563,705 9,859,940 9,630,405 3,137,450

ports } 12,790,421 32,410,808 9,823,474 19,841,671

Total HK. Tls. 45,200,819 2,725,125

+ Including inconvertible quantities to and from India.

Exports. Gold. Silver. Gold. Silver. HK. Tls. HK. Tls. HK. Tls. HK. Tls.

Chinese } 9,737,851 6,754,415 397,779 14,377,910

Hongkong } 11,503,765 9,650,940 9,630,405 3,137,450

ports } 21,241,616 16,414,355 9,823,241 17,515,360

Total HK. Tls. 37,656,971 27,243,904

+ Excluding inconvertible quantities to and from India.

I give these figures with all reserve; but accepting them, the considerable excess of little over one million taels in the metal silver, forming the currency of the Far East (again not including emigrants' funds), and retained on balance 11½ million taels in value (about £1,650,000) of the commodity gold.

INDIA'S COTTON INDUSTRY.

The development of the cotton industry in India, remarks the *Seattle Post-Intelligencer*, in comparison with the United States is a matter of concern to our producers, as well as of general interest to all.

The United States began first as a cotton producer and a manufacturer of cotton fabrics. India stands second and Egypt third on the list of cotton growing countries. The American crop has averaged for ten years about ten million bales, India two million and Egypt one million. Cotton manufacturing and its growth is best indicated by the spindles in operation. In the United States in 1893—4 there were 15,700,000. Ten years later there had increased to 22,359,000, an average yearly increase of 715,000. In India the total number of spindles in 1893-4 was 3,539,981. In 1903-4 there had increased to 5,213,344, a yearly average of 167,100.

But India, with 300,000,000 people demanding cotton manufactures, with its cheap labour, and ready command of British capital, exports to the United States 885,331,000 yards of cotton goods, 292,000,000 pounds of twist and yarn, and 76,000,000 yards of cotton piece goods, and imported 2,033,000,000 yards. In other words, it exported one-half its raw cotton and 335,400,000 worth of cotton manufactures, and imported cotton piece goods to the amount of 393,500,000.

REVIEW.

The Courtships of Catherine the Great. by PHILIP W. SHERBURN, B.A. London: T. Warner Laurie, Clifford's Inn, 10s. 6d. net.

When the Reviewer heard that Mr. Sergeant was about to publish a book, he reflected that the ex-editor of the *Hongkong Daily Press* was but following the lead of former editors of this famous journal, including Mr. E. P. Sinnett, Mr. R. C. Wilcox, and others. He (the Reviewer) only prayed that it might not be so deep, so "tough," as was Mr. Sinnett's "Eccentric Buddhism," otherwise he felt that he must resign his onerous and ill-remembered task. When he heard the title of Mr. Sergeant's book, he concluded that he was to be compelled to read something of the sort that the unregenerate style "spicy"; and while he felt reassured as to his reason, he felt alarmed for his modesty. Before the book arrived in Hongkong, however, he saw that the *Graphic* said: "Mr. Sergeant has performed a delicate task with great discretion." He does not now propose to follow the example of some of the reviewers at Home, by airing an extensive acquaintance with the history of the famous lady about whom Mr. Sergeant writes, and then patronizingly admitting that the author has known nearly as much about his subject as the critic did. The fact is, this Reviewer had in some way mixed up in his mind Catherine the Amorous with that Sultanah who said to Don Juan: "Christian, canst thou love?" and straightway throw herself on that strangely unresponsive young man's breast. It seems, according to Mr. Sergeant, that there was some excuse for such an association; but that the Empress Catherine, like so many other great historical characters, was as strong in character as she was human in passions. She was, so to speak, a female Lord Nelson, a feminine Bobby Burns, or, as our author seems to prefer, a Russian Queen Elizabeth.

At the very outset, Mr. Sergeant makes it clear that he will not have us suppose that Catherine the Terrible was so terrible as she was painted. He says that some authors might have "found better scope than in collecting and polishing up every scrap of scandal which they could by search discover concerning her." He admits that after her twenty-fifth year she gave ample cause for gossip, but that the stories attributing to her a youth in keeping with her later life were untrue and unjust. He is also at pains to argue the legitimacy of her birth, which some German writers have aspersed. Voltaire was her favourite author, until the French Revolution stirred up her monarchical feelings, and caused her to detest the country of vulgarised doctrines. It is a little amusing to read that her present champion has to admit that at less than fifteen years of age she had set her heart on the Russian throne, that she listened to her youthful groom-elect's confessions of his liking for other women, that she was an easy convert from the Lutheran faith to the Greek, and that her earliest troubles came through her incurring debts immediately after her arrival to the throne of seventeen thousand roubles. It is difficult to see in these any evidence of an immaculate youth; and her complaints in her memoirs against her own mother are hardly to her credit, however justified. Mr. Sergeant seems to think that the prospect of one day being empress in her own right "must have consoled her not a little" for the immediate prospect that was hers, union with a young man whom she knew to be vicious, and admittedly regarded as disgusting. Of course, if princesses are constructed differently to other young girls of fifteen, there's an end of it. The Reviewer confesses to absolute ignorance of princesses. But other things that Mr. Sergeant tells us about her in his very interesting and most ably written book show that in the whole this extraordinary woman was more man-like than womanly. It is to be feared that, in view of the general character of contemporary people, that she was no better than she should be, and that she was morally no more to be admired than the husband whom the author seems to blame for most of her misdeeds. It is by no means a savoury picture that he draws of the girl empress and all those great people surrounding her. Instead of weeping, or storming at the triflingities of her best-dressed spouse who "yawned and grew weary," which again seems to throw some light on her disposition; and to make us wonder at Mr. Sergeant's idea that her life with him was one long "torment." She appears to have been well able to look after her own happiness and interests, and the Reviewer cannot bring himself to share the author's sympathetic point of view, much less his suggested admiration. As for the value of such a study, it has been suggested that the forces of heredity may be traced to present day Russia, but the facts that are admitted by the author, who has evidently sifted all available evidence with great pains and conscientiousness, lead us to think that hereditary influence might just as easily be traced through several generations of rabbits or white mice. To say that it would have been a wise man who knew his own father in these days would be quite inadequate. He would have been a miracle of wisdom! With regard to the difference between princesses and ordinary girls, there does not seem to have been so great a one, if we may take Catherine's own memoirs. She is delightfully natural when she writes:

"I put on a bodice of white *gros de Tours* silk (I had a very good figure at that time), with a petticoat of the same over a very small hoop. I put up my hair, which was very long, thick, and beautiful, at the back of my head, and tied it with a white ribbon *queue de renard*. I set one rose, with its bud and leaves, exact imitations of nature, in my hair, and another in my corsage. A ruff of very white gauze was about my neck, and I wore cuffs and apron of the same gauze. . . . I never in my life

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LONG HING & CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD.

(SAME PREMISES AS MESSRS. AH CHEE).

Hongkong, 27th December, 1904.

remember having been so complimented by all as on that occasion. I was said to be as beautiful as the day, and absolutely dazzling. To tell the truth, I never considered myself very beautiful, but I was pleasing, and I think that this was my strong point."

There, if Catherine were able to get at the contents of Mr. Sergeant's book, and to give her opinion, she would say: "Pshaw! The man means well, but why in all that book has he not taken pains to emphasise my strong point?"

However, it only remains now to add that Mr. Sergeant has not pretended to deal with Catherine's whole life and character. He has deliberately taken the one feature of her life by which the uninitiated chiefly remember her, and, as he claims, misjudged her; he has examined all evidence bearing on this aspect, sifted it, and written an interesting and informing piece, devoid of offensive suggestions, and in the process exhibited a great deal of solid erudition. One almost epigrammatic phrase will show how neatly he can suggest much while saying little: "such a name as maid-of-honour seems doubly inappropriate for ladies of the Russian Court in those days." As for the general effect of it, it seems of little avail to remind us that the Devil is never so black as he is painted. There seems no getting over the fact that the blackness is so pronounced that no unscrupulous blackening can blemish it. That Mr. Sergeant's story may be true, and the romance false, does not make her history less sordidly coarse. She was physically more charming than our own Elizabeth, it seems, and her beauty lasted longer, but her troop of lovers were bought and paid for, notwithstanding. Which, if the Russians did not object to, English readers will not admire, even in an able politician like Catherine.

FLOATING MINES.

The I.-C. S. *Lien-hing* is, gaining a reputation by its efforts made to destroy the mines that menace the mercantile marine service on the Northern coast of China. Out of three endeavours those on board that steamer have succeeded in blowing up two of the dangerous instruments of war. The only failure was due to the mine being a "tipping" one, and the impetus of bullets was unable to throw the explosive over to the right angle, or penetrate the tough shell to sink it. These are usually the most dangerous mines. When a spiked mine comes into view there is a sure thing on to explode it if the marksmen are there to hit one of the many projections. Instantaneous with the snapping off of a spike a terrific report follows and the air is alive with the shattered shell. A spiked mine was sighted directly in the track of a vessel entering or leaving Wei-hai-wei by the east. This duplicate proximity to the British leased port cannot be too strongly emphasised, as it shows the utter neglect of any precautionary methods adopted by the British naval authorities for the safety of the commerce they are supposed to protect.

We learn that the *Lien-hing* has been fortunate in her encounters by always having fine weather and a smooth sea for her operations. A mine under these conditions can be seen about half a mile off. The average time taken by a ship travelling ten knots from the first view to having the mine above is about three minutes. The elevation of the mine above sea level ranges from twelve to fifteen inches. It does not require a great stretch of imagination to calculate the hazard run by shipping in a sea strewn with these explosives. If heavy weather sets in the danger is increased to an immense bound. The waves would entirely obscure the object and render it impossible to detect until the steamer is directly beside it if who fortunately misses striking it. Fog is another depressing consideration if it shuts down upon a ship when in the zone of danger. It is therefore time that some Power takes the matter in hand to clear the sea of this harassing burden. No reliance can be placed upon Chinese man-of-war. We doubt if the average naval warrior in that service has the energy or skill. It is a crying shame that it should be left to the inefficient merchantman to work out his own redemption.—*Nagasaki Press.*

LATEST STEAMER MOVEMENTS.

The C.P.E. str. *Empress of Japan* left Vancouver on Monday, the 10th inst., p.m., for Hongkong via the usual ports of call.

The M.M. str. *Dumbea*, with the outward French mail, left Singapore on Tuesday, the 11th inst. at 1 p.m.

The C.P.E. str. *Athenian* arrived at Vancouver at 3 p.m. on Monday, the 10th inst.

The E. & A. str. *Empire*, from Sydney, &c., left Manila yesterday at noon, and is due here to-morrow at 10 a.m.

The O.S.S. & C.M. steamer *Telemachus* left Singapore on the 11th inst. at noon, and may be expected here on the 16th inst., p.m.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 12th at 12.5 p.m. The barometer has risen and is again high over N. China.

Gradients are increasing on the China coast, and fresh N.E. winds will probably set in over the Foreraces Channel and the N. part of the China Sea during the next 24 hours.

Forecast.—N.E. winds, freshening; overcast and foggy, some rain.



TELEPHONE No. 135.

TANSAN

PER CASE OF 48 PINTS... .. \$6.5

PER CASE OF 100 SFLIN... .. 8.00

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12, QUEEN'S ROAD CENTRAL.

40

FOR WOMEN

Much That Every Woman

Desires to Know

About Sanative Antiseptic Cleansing

And about the Care of the Skin,

Scalp, Hair and Hands.

Too much stress cannot be placed on the great value of Cuticura Soap, Ointment and Resolvent in the antiseptic cleansing of the mucous surfaces and of the blood and circulating fluids, thus affording pure, sweet and economical local and constitutional treatment for weakening eruptions, inflammations, itching, irritations, relaxations, displacements, pains and irregularities peculiar to females. Hence the Cuticura remedies have a wonderful influence in restoring health, strength and beauty to weary women, who have been prematurely aged and inviolated by these distressing ailments, as well as such sympathetic afflictions as anaemia, chlorosis, hysteria, nervousness and debility.

Women from the very first have fully appreciated the purity and sweetness, the power to afford immediate relief, the certainty of speedy and permanent cure, the absolute safety and great economy which have made the Cuticura remedies the standard skin cures and honour remedies of the civilized world.

Millions of women use Cuticura Soap, assisted by Cuticura Ointment, for preserving, purifying and beautifying the skin, for cleansing the scalp of crusts, scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, for annoying irritations, and ulcerative weaknesses, and for many sanative, antiseptic purposes, as well as for all the purposes of the toilet, bath and nursery.

Cuticura Remedies, Liquid and in form of Cuticura Ointment, Cuticura Soap and Cuticura Resolvent are sold

NEW ADVERTISEMENTS

MR. W. GRAGE, Hamburg, Newswell, 29, formerly of Messrs. Arnhold, Karberg & Co., Shanghai, wishes to enter into business connection with China firms to act as their agent in Hamburg, both for imports and exports.

Hongkong, 13th April, 1905. [979]

NOTICE.

MR. E. J. MOSES has Authority to Sign our Firm from this date.

TOEG & READ. [978]

NOTICE.

THE HONGKONG SCHOOLS' SPORTS will be held at the RACE COURSE, HAPPY VALLEY, on MONDAY, April 17th. Starts to be run ON on SATURDAY, April 15th.

Hongkong, 13th April, 1905. [977]

WANTED.

A GOOD NON-CHINESE CLERK. Neat Worker and Quick at Figures. Must take up situation immediately. Apply in person with specimen of handwriting to—

THE SECRETARY, Dairy Farm Co., Ltd. [975]

FOR SALE OR TO LET.

MARTINHOE—A FIVE ROOM BUN. GALOW on Barker Road, the Peak, commanding a splendid View of the Harbour, and only a short distance from the Plantation Road Station.

Apply to—

J. S. VAN BUREN, 20, Des Vaux Road. [980]

Hongkong, 13th April, 1905.

TO LET UNFURNISHED—From 1st May.

DESIRABLE RESIDENCE in Barker Road, The Peak, No. 134, containing 2 Bedrooms and 4 good Bedrooms, excellent Bath Rooms and Servants' Quarters; present occupier leaving the Colony.

Apply to—

B. C. E. Care of Daily Press Office. [981]

Hongkong, 13th April, 1905.

CLUB GERMANIA, HONGKONG.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club Germania will be held in the CLUB HOUSE, on TUESDAY, the 13th April, 1905, at 2.30 P.M.

By Order,

G. FRIESLAND, Hon. Secretary. [982]

Hongkong, 13th April, 1905.

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

ONE SUMMER'S DAY.

A COMEDY IN 3 ACTS,

by H. V. EDWARD,

will be repeated

On SATURDAY, 15th APRIL, 1905.

PRICES... \$3, \$2 & \$1.

Sailors and Soldiers in uniform Half-Price to Pitt Hall and Pitt.

Booking Office at ROBINSON PIANO COMPANY, open from Noon, To-day.

ARTHUR CHAPMAN, Business Manager. [985]

Hongkong, 13th April, 1905.

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

(INCORPORATED 1891).

NOTICE.

A FAREWELL SMOKING CONCERT,

in honour of Mr. N. MUMFORD, on the occasion of his final departure from the Colony, will be given in the Rooms of the Institution, No. 4, Des Vaux Road, on SATURDAY, 15th APRIL, to commence at 8.45 P.M.

During the evening, Mr. Mumford will be presented, on behalf of the Members, with an illuminated Address.

Seventy talented local gentlemen have volunteered their services, and indications from all sources show that a very successful gathering may be anticipated.

Tickets for admission, price One Dollar each, may be obtained from the Manager or Office Bearers.

DAVID J. LENNOX, Secretary and Manager. [986]

Hongkong, 13th April, 1905.

FOR KODE (DIRECT).

THE Norwegian Steamship

"SPIR".

Captain A. Stein, will be despatched for the above port TO-MORROW, the 14th inst., at 5 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, Agents. [984]

Hongkong, 13th April, 1905.

THE EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"SIAM".

OF THE EAST ASIATIC COMPANY, LIMITED, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M. This afternoon, the 13th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 17th inst., at 3.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognised.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO., Agents. [975]

Hongkong, 12th April, 1905.

NEW ADVERTISEMENTS

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

Commencing on SUNDAY, the 16th April, and until further notice.

THE Steamship

"HONAM."

will (weather permitting) make a Special Trip every Sunday to Macao and back.

Hours of departure: From Hongkong 9 A.M. From Macao 7 P.M.

Return fares: First Class \$4.00. Second Class \$2.00. Children under 12 half price.

Tickets may be obtained at the Office of the Company, or on board the steamer. NO CHITS will be accepted, and servants' passages must be paid for.

T. ARNOLD, Secretary. [983]

Hongkong, 13th April, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"DUMBEA."

will be despatched for the above ports on or about MONDAY, the 17th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent. [982]

Hongkong, 13th April, 1905.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from FUNG WA CHEN, Esq., to Sell by Public Auction

TO-DAY (THURSDAY),

the 13th April, 1905, commencing at 2 P.M., within his residence, "BURNSIDE," Robinson Road,

THE RESIDUE OF HIS VALUABLE HOUSEHOLD FURNITURE

THEREIN CONTAINED, comprising—

SILK-COVERED SADDLE BACK DRAWING ROOM SUITE (American make), MOROCCO-COVERED DINING ROOM SUITE, PEAKWOOD EXTENSION DINING TABLE, IMPERIAL DINING SERVICE, SILVER WARE, CANTON CARVED BLACKWOOD DOUBLE BEDSTEAD, FLOWER and CURIO STANDS, SIDE TABLE, SOFAS, CHAIRS, JADESTONE PLATES and ORNAMENTS, OLD PEKIN CHINA, SONNÉ WARE, DOUBLE BRASS BEDSTEAD, MARBLE-TOP WASHSTANDS, &c., &c., &c.

Also

A Large Assortment of Valuable CHINA WARE.

Particulars as per Catalogues.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. [981]

Hongkong, 8th April, 1905.

PUBLIC AUCTION.

THE Undersigned have received instructions from NEWMAN MUMFORD, Esq., to Sell by Public Auction

TO-MORROW (FRIDAY),

the 14th April, 1905, at 2 P.M., within his residence, STOKES BUNGALOW EAST, the Peak, the whole of HIS

HOUSEHOLD FURNITURE, comprising—

TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD HATSTANDS with GLASS, SINGLE IRON BEDSTEAHS with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBE with GLASS, TAPESTRY-COVERED DRAWING ROOM SUIT, PICTURES, MARBLE-TOP WASHSTANDS, COOKING STOVE and UTENSILS, &c., &c., &c.

Also

One COTTAGE PIANO by Chapell & Co., London, (in Good Order and Condition). Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. [944]

Hongkong, 10th April, 1905.

PUBLIC AUCTION

THE Undersigned has received instructions from A. LEVI, Esq., to Sell by Public Auction

TO-MORROW (FRIDAY),

the 14th April, 1905, commencing at 2.30 P.M., at his Residence 88, WYNDHAM STREET, HIS VERY FINE COLLECTION OF

CURIOS AND ANTIQUITIES, comprising—

RARE SPECIMENS OF LACQUER WARE, SATSUMA, BRONZES, LARGE IVORY CARVINGS, SILVER CLOISONNE, JADE, &c., &c.

Also

A FEW PIECES OF DIAMOND JEWELLERY and UNSSET PEARLS.

And

A QUANTITY OF HOUSEHOLD FURNITURE.

1 COTTAGE PIANO (recently new).

3 IRON SAFES (English).

On View from Thursday, 10th April, 1905. Terms:—As Customary.

GEO. P. LAMMERT, Auctioneer. [956]

Hongkong, 11th April, 1905.

TO BE SOLD BY PUBLIC AUCTION.

BY Order of the Supreme Court of Hongkong,

VALUABLE LEASEHOLD PROPERTY, SITUATE at

PARK VIEW, LYTTLETON ROAD, VICTORIA, on

MONDAY,

the 14th May, 1905, at 3 P.M., at Messrs. HUGHES & HOUGH'S SALEROOMS, Des Vaux Road, Central.

All that Piece of Ground situate lying and being at Victoria in the Colony of Hongkong and registered in the Land Office as the Remaining Portion of Inland Lot No. 1216

containing by measurements 75,291 square feet together with the Messuages thereon known as No. 1, 2, 3, 4, 5, & 6, Park View, Lyttleton Road, Victoria.

For further particulars, apply to Messrs. DENNIS & BOWLEY, Vendor's Solicitors.

Messrs. HUGHES & HOUGH, Auctioneers. [953]

Dated the 10th day of April, 1905.

INTIMATIONS

NOTICE.

THE Business of a Solicitor Proctor and Notary Public heretofore carried on by me at Nos. 39, 41 and 43, Des Vaux Road, under the name of GEO. K. HALL BRUTTON will as from this date be carried on under the name of BRUTTON, HEIT and GOLDRING.

GEO. K. HALL BRUTTON. [939]

Hongkong, 10th April, 1905.

HONGKONG CLUB.

NOTICE.

THE NINETEENTH YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House, on THURSDAY, the 20th April, 1905, at 5 P.M.

By Order,

C. H. GRACE, Secretary. [970]

Hongkong, 12th April, 1905.

NOTICE.

THE HONGKONG LICENSED PILOTS ASSOCIATION have this Day REMOVED their OFFICE to FIRST FLOOR of Nos. 15, 16 and 17, CONNAUGHT ROAD CENTRAL.

Hongkong, 5th April, 1905. [931]

ROBERT CRAWFORD'S C. C. C. WHISKY.

Price ... \$10 Per Dozen.

Sole Agent—

KWAN TEE, 110, Queen's Road Central. [969]

Hongkong, 12th April, 1905.

SUN FAT CO.

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.

EMBROIDERIES, LACES, SILKS, FONGRES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS,

LADY FURNITURE and FANCY GOODS.

No. 82, QUEEN'S ROAD CENTRAL, Any Order Promptly Attended To.

Hongkong, 12th January, 1905.

TO LET.

NO. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS, PRATA EAST. A BUILDING at Cemetery Bay, at present in occupation of the Steam Laundry Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. [981]

Hongkong, 28th June, 1904.

TO LET.

A WELL FURNISHED SIX ROOMED HOUSE, Excellent situation, Garden, Tennis Court and Swimming Bath.

Apply to—

H. HUMPHREYS. [942]

Hongkong, 18th February, 1905.

FOR SALE OR TO LET.

WHARF opposite Sutherland Street, to be sold or let. Immediate possession.

LEIGH & ORANGE, 1, Des Vaux Road Central. [919]

Hongkong, 7th April, 1905.

TO LET.

ROOM 13 (Top Floor) Beaconsfield Arcade, preferably as an Office.

Apply to—

Dr. MACLEOD, No. 11 Beaconsfield Area's. [983]

Hongkong, 3rd April, 1905.

TO LET.

DESIRABLE FURNISHED HOUSE, Electric Light and Fans. Very convenient position, Fine Views back and front. Cool. Very moderate rental.

Apply to—

BOX 531, Care of Daily Press Office. [968]

Hongkong, 12th April, 1905.

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Sha Tsui, Kowloon. Each with Five Spacious Well-ventilated Living Rooms, Two Bathrooms, Kitchen, Garden, Tennis Courts, Servants' Quarters, Water, Gas, Electric Lights and Bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATON V. APCAR & CO., 45, Wyndham Street. [922]

Hongkong, 10th January, 1905.

TO LET.

DWELLING HOUSES on Pedder's Hill, occupation from the 1st July.

For Further Particulars, apply to—

DAVID SASSOON & CO., LD. [907]

Hongkong, 6th April, 1905.

TO LET.

DUNHEVED 33, Robinson Road.

Apply to—

HO U. MING, 81, Queen's Road Central. [953]

Hongkong, 11th April, 1905.

TO LET.

HOUSE No. 19, Robinson Road, known as "SANS SOUCI" with Piece of Ground suitable for Tennis Court or Garden and Commanding a Full View of the Harbour. Immediate possession.

Apply to—

E. V. DE SOUZA, Care of Messrs. Barretto & Co. [954]

Hongkong, 11th April, 1905.

TO LET.

NO. 2, CHANCERY LANE on Airy and Well-Situated HOUSE, Furnished or Unfurnished.

An OFFICE, Top Floor, 3 Queen's Building.

Apply to—

S. A. SETH, Dairy Firm. [908]

Hongkong, 6th April, 1904.

TO LET

TO LET.

NEW STORE nearing completion to Let in Chater Road, opposite Hongkong Hotel, in the heart of new business centre.

Apply—

ALPHA, Care of Daily Press Office. [748]

Hongkong, 18th March, 1905.

TO LET.

"GLENIFFER," Garden Road, Kowloon, DETACHED HOUSE with Garden. Moderate Rental, ready for immediate occupation.

Apply to—

HENRY HUMPHREYS, HUMPHEYS ESTATE AND FINANCE CO., LD. [820]

Hongkong, 27th March, 1905.

TO LET.

NOS. 74, CAINE ROAD.

GODOWNS Nos. 34a, 34b, 34c, Prata East.

Apply to—

COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha. [84]

Hongkong, 1st March, 1905.

TO LET.

FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.

Apply to—

Care of Daily Press Office. [675]

Hongkong, 9th March, 1905.

TO LET.

SUITABLE for OFFICES, TWO ROOMS in Prince's Building.

Apply to—

LAITS, WEGENER & CO. [84]

Hongkong, 4th March, 1905.

TO LET.

FURNISHED, THE CASTLE.

For particulars, apply to—

GEO. K. HALL BRUTTON, 39 & 41, Des Vaux Road. [777]

Hongkong, 22nd March, 1905.

TO LET.

NO. 1 "FAIRVIEW" Robinson Road, Kowloon, SEMI-DETACHED HOUSES. Five Rooms each and Gardens. Moderate rentals.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD. [850]

Hongkong, 30th March, 1905.

TO LET.

NEW "KINGSCLERE" with Stables, entrances in both Kennedy and Macdonnell Roads.

For full particulars, apply to—

LINTSEAD & DAVIS, Alexandra Buildings, 3rd Floor. [478]

Hongkong, 17th February, 1905.

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. [98]

Hongkong, 28th March, 1904.

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House) also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES

ROBINSON PIANO Co. LD.

THE
PREMIER PIANO
FIRM AND THE
ONLY PIANO SPECIALISTS

IN HONGKONG: NOT

MERE DEALERS, BUY-

ING AT ONE PRICE AND

SELLING AT ANOTHER,

BUT

PRACTICAL EXPERTS

AND

MANUFACTURERS

DEVOTED EXCLUSIVELY

TO THE MUSICAL

INSTRUMENT TRADE.

These are

FACTS OF THE

FIRST IMPORTANCE

TO PIANO BUYERS.

This Company is also by far

the LARGEST PIANO BUYER

IN CHINA and gives the most

SOLID VALUES and a

Wide Selection of Makes

Chosen at the Factories and

ABSOLUTELY GUARANTEED.

Hongkong, 6th April, 1905.



MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.C., and Engineering Code Used.

NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 86 "
Width of Entrance on Bottom... 89 "
Water on Blocks at Spring Tide... 94 "

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 518 "
Width of Entrance on Top... 58 "
Width of Entrance on Bottom... 61 "
Water on Blocks at Spring Tide... 64 "

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 63 "
Water on Blocks at Spring Tide... 62 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept at hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 760 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready at Short Notice.

SIEN TING.

SURGEON DENTIST.
No. 10, MAGILLAR STREET

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1905.

MAIL TABLES FOR 1905.

Showing the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of departure of the Mails from Europe and America, and the dates on which they are due to reach Hongkong. A Special Table is devoted to the Parcel Post to and from England.

Mounted on Card... 30 Cents
On Paper... 20 "

On Sale at the Hongkong Daily Press Office.
Hongkong, 10th February, 1905.

LIVER DISORDER CURED.

ANOTHER TRIUMPH FOR BILE BEANS.

When the system becomes loaded with impurities the liver is unable to perform its task of circulating pure blood through the body. The result is that the whole system is deranged, the blood becomes foul, and the disorder spreads through the whole body, giving rise to skin disfigurements, and discolourings. A certain cure for this ailment is found in Bile Beans, which thoroughly cleanse the polluted system, and assist the liver in its work.

Miss F. A. Adams, of New Street, Winderbourn, Stoke, Wilts., England, says:— "About two years ago I contracted a chill which settled on my liver. I gradually grew weak and feverish and my breathing became very difficult. I lost all my colour and became so weak and listless that I ceased to take interest in anything. "I consulted a doctor, who having examined me, said I was suffering from liver complaint, while at the same time my heart was also in a very bad state. He prescribed for me, but his medicines did not do me a bit of good. I then went to Salisbury Infirmary where I was treated as an out-patient, but though I attended for three months, I got no better and almost gave up hope of ever being well again. The pains I suffered in my head were dreadful. If I stooped down I felt sick and my head seemed as if it would split open. For months I was like this and at last had to take to my bed. The neighbours all said I was dying and I certainly looked like it.

"One day a friend of mine sent me a bottle of Bile Beans. I began to take them, and very soon perceived an improvement in my condition. My colour returned, I began to enjoy my food, a thing I had not done for two years; my breathing got better and in fact I felt altogether. I continued to take the Beans with returning hope and confidence and have now completely cured me. I am fully convinced that I should not be alive now but for Bile Beans and I shall never cease to recommend them to all with whom I come in contact."

Bile Beans are a certain cure for indigestion, debility, biliousness, constipation, piles, nervousness, anæmia, female ailments, weakness, neuralgia, pains in the back, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, and skin eruptions. Obtainable of all chemists and medicine vendors. Price 75 cents (Mex.) per bottle. (80-15)

INTIMATIONS



SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the Domestic Cleanliness and Ventilation By-laws (as amended) every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kowloon occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of March and April.

N.B.—The word "throughout" used in this notice means that the Houses should be lime-washed in respect of all the Walls of each room and Staircase, all Cubicle partitions, Stair Casings and Stair Linings, all Ceilings and the under-sides of Roofs both in main buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard should have its containing walls lime-washed up to the level of the first floor. Carved, painted or polished woodwork in good condition, however, need not be lime-washed but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverley Street on the West. Kowloon is divided into the Eastern and the Western divisions by Robinson Road a straight line drawn from the north end thereof through the Yau-matli service reservoir to the northern boundary of Kowloon.

Dated this 31st day of March, 1905.

G. N. OBME,
Secretary.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that

HANG HING carrying on business at No. 4, Connaught Road West, Victoria, in the Colony of Hongkong, and elsewhere as Tea Merchants have on the 17th day of December, 1904, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARKS:

1. The representation of Two Phoenixes with Spread Wings, each with a wing crossed with a wing of the other and each standing on one leg on a rock facing each other; between their heads is a representation of the sun.

2. A fancy design on which is depicted a Fancy Scroll with "HANG HING" written on it meaning "HANG HING".

Underneath the scroll is the representation of Two Phoenixes facing each other with Spread Wings, each with a wing crossed with a wing of the other and each with long tails practically forming a circle and in the centre of the circle is a representation of the sun; below which is a scroll on which appear two letters "H. H."

Both the above TRADE MARKS have been used by the applicants since the month of May, 1902, in respect of the following goods:

TEA IN CLASS 42.

Facsimiles of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 12th day of January, 1905.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
3, Des Voeux Road Central,
Hongkong.

352

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager.
Hongkong, 18th November, 1901.

15

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900.

25

BRITISH NAVAL REORGANISATION.

The effects in the Far East of British naval changes are still the theme of unimproving critics. The N.C. Daily News says:—

Admiral Sir John Fisher seems to be a man of one idea, and there is nothing more dangerous than a man of one idea who is able and strong enough to impose his idea on all those above as well as under him. We have already remarked on the injury that Admiral Fisher is doing to our prestige and position in the Far East by his sweeping reductions in the British naval force in these waters; his policy will of course, be reversed when consideration has been given to the blind admiration with which Sir John Fisher is regarded for the moment. There is naturally great discontent in Ceylon with his sudden abandonment of Trincomalee; and we note that General Sir John, Director-General of Artillery, who has been visiting our Eastern and Far Eastern Colonies to report on their defences, has given his views on the abandonment of Trincomalee to a representative of the Times of Ceylon. He said:—

"I cannot for the life of me understand why so important a defended port and port of refuge has been abandoned. The present war has brought into prominence the value of coaling ports, and the absolute helplessness of a Power which does not possess these important accessories. Great Britain is unique in this respect. Take the route to the East. Our first coaling station from Portsmouth is Gibraltar. Then comes Malta, and after that Port Said. Aden is a port of refuge, and the next coaling station is Trincomalee. Then comes Singapore, and lastly Hongkong. It is a marvellous series of convenient stations, where our ships can always get coal and take refuge in case of necessity. And yet Trincomalee, one of the finest harbours in the world, and the central station on the route to the East, has been abandoned! What is the use of Colombo? You might put a few light craft in here, a stray cruiser or two, but in Trincomalee, as you know, a battleship can be coaled from the jetty with ease. But more than that, there is no port in the world more strongly fortified than Trincomalee. All the most modern armament is there; forts built on the latest principles, electric light available, and everything else which could add strength to a position admirably adapted by its natural position for the purpose for which it was until a few weeks ago destined. Why, the very test shots for the mark-10 guns have not yet been fired, and the place is deserted. Look at the deplorable condition of Russia for want of a port such as Trincomalee. The situation of the Russian fleet is just as precarious as that of the British fleet. It is abandoned! What is the use of Colombo? You might put a few light craft in here, a stray cruiser or two, but in Trincomalee, as you know, a battleship can be coaled from the jetty with ease. But more than that, there is no port in the world more strongly fortified than Trincomalee. 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SHIPPING.

ARRIVALS.

CALL DIERICHSEN, German str., 774, H. Schalkier, 11th April, Haiphong 8th April, General, Johnson & Co.
FOCHING, British str., 1,423, T. Arthur, 12th April, Samsing 3rd April, Sugar and Cotton, Jardine, Matheson & Co.
MANILA, British str., 2,711, H. G. H. Leveille, 11th April, Yokohama 28th Mar., General, P. & O. S. N. Co.
WONGKOT, German str., 1,115, W. Behor, 11th April, Bangkok 4th April, Rice, Butterfield & Swire.

CLEARANCES.

At the Harbour Master's Office.
12th April.
Cairo, Norwegian str., for Sasebo.
Germania, German str., for Haiphong.
Johanne, German str., for Sasebo.
Siam, Danish str., for Yokohama.

DEPARTURES.

12th April.
HAICHING, British str., for Swatow.
KING ROBERT, British str., for Calcutta.
LAIBANG, British str., for Calcutta.
LISA, Swedish str., for Kobe.
PITMAN, German str., for Straits.
PRINZ HEINRICH, German str., for Europe.
SKRAMSTAD, Norwegian str., for Kobe.

SHIPPING REPORT.

The British str. Foching reports: Moderate winds and fine weather throughout.

VESSELS IN DOCK.

12th April.
AARSEN Docks.—Spir.
KOWLOON Docks.—U.S.S. Dale, U.S.S. De-
catur, R.M.S. Fome, Kinsman.
COSMOGRAPHIC Dock.

VESSELS ON THE BERTH

FOR SHANGHAI AND MOJI.

THE Steamship

"ARRATOON APCAR."
Captain E. Fry, will be despatched for the above ports TO-MORROW, the 14th inst., at 11 A.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 12th April, 1905. 971

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TOKIN."
Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 18th April, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "ARMAND BEHIC" ... 2nd May.
S.S. "DUMBA" ... 16th May.
S.S. "ERNEST SIMON" ... 30th May.
G. DE CHAMPEAUX, Agent.
Hongkong, 5th April, 1905. 972

"IBEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.
THE Steamship
"BENALDER."
Captain McJoshi, will be despatched as above on or about the 5th May.
For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 12th April, 1905. 973

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"EMPIRE."
Captain Helms, will be despatched for the above ports on SATURDAY, the 6th May, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A fully qualified Surgeon and Stewardess are carried.
N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 12th April, 1905. 973

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.
JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBESHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.
On TUESDAY, the 2nd May, 1905, at Noon, the Steamer "PRINZ WALDEMAR," Captain Helms, with Mail, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.
For Further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 8th April, 1905. 935

NATAL LINE OF STEAMERS.
THE Undermentioned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1904.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blako Pier.
3. From Blako Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	G. F. Lockston, R.N.R.	P. & O. S. N. Co.	About 28th inst.
LONDON, &c. VIA PORTS OF CALL.	SHIMLA	Brit. str.	—	F. R. Summers	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON & ANTWERP.	BRADDOCK	Brit. str.	—	McIntosh	GIBB, LIVINGSTON & CO.	About 5th May.
AMSTERDAM, LONDON & ANTWERP.	KAROW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
AMSTERDAM, LONDON & ANTWERP.	JARON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
AMSTERDAM, LONDON & ANTWERP.	DIOMED	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
AMSTERDAM, LONDON & ANTWERP.	ALCANTAS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
AMSTERDAM, LONDON & ANTWERP.	KINTUCK	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
MARSEILLES, LONDON & ANTWERP, &c.	BAROTSE	Brit. str.	—	A. Leo	MESSAGERIES MARITIMES.	On 16th inst., at 4 P.M.
MARSEILLES, &c. VIA PORTS OF CALL.	TORRE	Ger. str.	—	Charbonnel	MESSAGERIES MARITIMES.	On 18th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL.	P. E. FEINBERG	Ger. str.	—	E. Prehn	MESSAGERIES MARITIMES.	On 20th inst., at Noon.
HAVRE, BREMEN & HAMBURG	SILENSIA	Ger. str.	k. w.	Jacob	MESSAGERIES MARITIMES.	On 20th inst.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	k. w.	Malsen	MESSAGERIES MARITIMES.	On 1st May.
HAVRE & HAMBURG	SKOVIA	Ger. str.	k. w.	Schneffeld	MESSAGERIES MARITIMES.	On 2nd May.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	k. w.	Saburg	MESSAGERIES MARITIMES.	On 16th May.
HAVRE & HAMBURG	C. FERD. LAEISZ	Ger. str.	k. w.	von Hoff	MESSAGERIES MARITIMES.	On 30th May.
TRIESTE, &c. VIA SINGAPORE, &c.	TRISTE	Brit. str.	1 m.	Mistorigo	BUTTERFIELD & SWIRE	On 1st June.
GENOA, MARSEILLES & LIVERPOOL.	ALCANTAS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL.	LAERTES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL.	DEGALLON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
NEW YORK, VIA PORTS & SUEZ CANAL.	LOWTHRE CASTLE	Brit. str.	—	Burnett	STANDARD OIL CO.	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	ATHOLL	Brit. str.	—	Habel	STANDARD OIL CO.	About 15th May.
NEW YORK VIA PORTS & SUEZ CANAL.	NUBIA	Brit. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 25th inst.
NEW YORK VIA SUEZ	EMPEROR OF INDIA	Brit. str.	2 s.	—	CANADIAN PACIFIC R. CO.	On 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Am. str.	1 m.	E. V. Roberts	DODWELL & CO., LIMITED.	On 19th inst.
WAKOUBER, VIA SHANGHAI, &c.	SHAWMUT	Brit. str.	1 m.	Woltemas	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	TELEMACHUS	Brit. str.	1 m.	Holmes	PORTLAND & ASIATIC S.S. CO.	On 22nd inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	NIKOMEDIA	Brit. str.	1 m.	C. H. Longden, R.N.R.	PORTLAND & ASIATIC S.S. CO.	On 2nd May, at Noon.
PORTLAND, OREGON	TAITUAN	Brit. str.	1 m.	A. Stein	PORTLAND & ASIATIC S.S. CO.	On 6th May, at Noon.
AUSTRALIAN PORTS	PRINZ WALDEMAR	Ger. str.	—	—	PORTLAND & ASIATIC S.S. CO.	About 15th inst.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	—	—	PORTLAND & ASIATIC S.S. CO.	To-morrow, at 5 P.M.
AUSTRALIAN PORTS	POONA	Brit. str.	—	—	PORTLAND & ASIATIC S.S. CO.	On 25th inst., at 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE.	SPIN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
KOBE DIRECT	TOINAN	Brit. str.	—	Dahl	BUTTERFIELD & SWIRE	Quick despatch.
KOBE DIRECT	WONANG	Brit. str.	1 m.	E. Fey	BUTTERFIELD & SWIRE	To-day, at 8 A.M.
TIENTSIN	KANSU	Ger. str.	—	A. Hansen	DAVID SASSOON & CO., LD.	To-morrow, at 11 A.M.
CHEFOO & TIENTSIN	PRINZESS	Ger. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI, NAGASAKI, HIogo & YOKOHAMA.	TRIUMPH	Ger. str.	—	—	JARDINE, MATHESON & CO.	About 17th inst.
SHANGHAI VIA SWATOW, AMOY & POCHOW.	ARRATOON APCAR	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 18th inst., at 4 P.M.
SHANGHAI & MOJI	WOOSUNG	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	About 21st inst.
SHANGHAI	POOHUNG	Brit. str.	—	—	JARDINE, MATHESON & CO.	About 15th inst.
SHANGHAI, KOBE & YOKOHAMA	DUMBA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 15th inst., at 10 A.M.
SHANGHAI	HANGSANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
SHANGHAI	TAIWAN	Brit. str.	—	H. W. Kenrick, R.N.R.	BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI	PROTEUS	Ger. str.	—	C. Moller	BUTTERFIELD & SWIRE	On 21st inst.
TAMBUI VIA SWATOW & AMOY	B. DORRISON	Ger. str.	—	C. Oleson	BUTTERFIELD & SWIRE	On 21st inst.
ANPING VIA SWATOW & AMOY	YUENSANG	Brit. str.	—	H. Rodger	BUTTERFIELD & SWIRE	On 21st inst.
AMOY & MANILA	TELMONT	Am. str.	—	A. H. Notley	BUTTERFIELD & SWIRE	On 21st inst.
MANILA	ZARIBO	Brit. str.	1 m.	Zwart	BUTTERFIELD & SWIRE	On 25th inst., at 3 P.M.
MANILA	TRIAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
MANILA	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
MANILA VIA AMOY	RUBI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
LOILO	SEORAKANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
BATAVIA, CHEBIBON SAMARANG &c.	TIPANAS	Dut. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
STRAITS & CALCUTTA	NAMSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OXFORD, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and HAVIT PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT & PASSAGE.
SILENSIA	HAVRE, BREMEN and HAMBURG	On 20th April.	Freight & Passage.
Capit. Bahr	(Calling at Singapore, Penang and Colombo)	On 1st May.	Freight & Passage.
SERBIA	HAVRE and HAMBURG	On 1st May.	Freight & Passage.
Capit. Jacob	(Calling at Singapore, Penang and Colombo)	On 2nd May.	Freight & Passage.
SLAVONIA	HAVRE and HAMBURG	On 2nd May.	Freight & Passage.
Capit. Madson	(Calling at Singapore, Penang and Colombo)	On 16th May.	Freight & Passage.
SEGOVIA	HAVRE and HAMBURG	On 16th May.	Freight & Passage.
Capit. Schenck	(Calling at Singapore, Penang and Colombo)	On 30th May.	Freight & Passage.
SENEGAMBIA	HAVRE and HAMBURG	On 30th May.	Freight & Passage.
Capit. J. P. Jung	(Calling at Singapore, Penang and Colombo)	On 13th June.	Freight & Passage.
C. FERD. LAEISZ	HAVRE and HAMBURG	On 13th June.	Freight & Passage.
Capit. von Hoff	(Calling at Singapore, Penang and Colombo)	On 25th May.	Freight & Passage.
NUBIA	NEW YORK VIA SUEZ	On 25th May.	Freight & Passage.
Capit. Habel	with liberty to call at the Malabar coast	On 25th May.	Freight & Passage.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	Thursday, April 13th
TREMONT	9,606	T. W. Garlick	Tuesday, April 25th
LYRA	4,417	G. V. Williams	Monday, May 1st

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 9,606 tons. T. W. Garlick About 15th April.

S.S. LYRA 4,417 tons. G. V. Williams About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS.
Hongkong, 11th March, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP

TONS. CAPTAIN TO SAIL AT DAYLIGHT ON

"NICOMEDIA" 4,370 Wagner April 14th, 1905.

"NUMANTIA" 4,370 Bregher April 25th, 1905.

"ARABIA" 4,483 Bahr May 11th, 1905.

"ARAGONIA" 5,193 Schalldt May 30th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.

Hongkong, 13th April, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR, MOSCOW, LONDON, AND SOUTH AMERICAN PORTS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA AND LEGACIES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH	WEDNESDAY 28th April
PREUSSEN	WEDNESDAY 10th May
BOON	WEDNESDAY 24th May
BAYERN	WEDNESDAY 7th June
ZIETEN	WEDNESDAY 21st June
GNEISENAU	WEDNESDAY 5th July
SACHSEN	WEDNESDAY 19th July
SCHARNHORST	WEDNESDAY 2nd August
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 30th August

ON WEDNESDAY, 12th day of APRIL, 1905, at Noon, the Steamer "PRINZ EITEL FRIEDRICH," Captain E. Prehn, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 24th April. Cargo and Special will be received on Board until 5 P.M. on TUESDAY, the 25th April. Parcels will be received at the Agency's Office until Noon on TUESDAY, the 25th April. Contents of Packages are required. No Parcel Receipts will be signed for less than 32 lb., and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 13th April 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI VIA SHANGHAI, MOJI AND KOBE. (Passing through the Inland Sea)

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI AND KOBE.	POONA	About 15th April	Freight only.
	C. R. Longden, R.N.R.	April	

SHANGHAI

CHUBAN

H. W. Kenrick, R.N.R.

SHIMLA

F. R. Summers

LONDON, &c.

CEYLON

C. F. Lockston, R.N.R.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 13th April 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN" Captain J. C. Williamson.

S.S. "INDIAVELLI" Captain S. Callington.

S.S. "COURTFIELD" Captain J. W. Martin.

S.S. "GRANLEY" Captain W. H. Steele.

S.S. "IKBAL" Captain M. Robertson.

S.S. "ASCOT" Captain C. E. Cox.

S.S. "SIKH" Captain J. Rowley.

S.S. "INKULA" Captain Dean.

S.S. "KATHERINE PARK" Captain Copp.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 10th February, 1905.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIogo AND YOKOHAMA.

THE Imperial German Mail Steamship

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 16th April.
GLASGOW and LIVERPOOL	"DIOMED"	On 21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 29th April.
GLASGOW and LIVERPOOL	"MOYUNE"	On 1st May.
GLASGOW and LIVERPOOL	"KINTUCK"	On 6th May.
GLASGOW and LIVERPOOL	"DEUCALION"	On 16th May.
GLASGOW and LIVERPOOL	"MENELAUS"	On 18th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 18th May.

FOR	STEAMERS	TO
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.
FOR VICTORIA, SEATTLE, TACOMA, and the PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.
For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 10th April, 1905. [9-10]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO
SHANGHAI	"WOOSUNG"	On 14th April.
SHANGHAI	"TEAN"	On 18th April.
SHANGHAI	"TAIWAN"	On 18th April.
SHANGHAI	"SUNGKIANG"	On 21st April.

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.
FOR KANSU, TSIINAN, KOBE, and TIENTSIN.
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th April, 1905. [11]

REGULAR STEAMSHIP SERVICES

BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
SHANGHAI VIA SWATOW, AMOY and FOOCHEW	"TRIUMPH"	THURSDAY, 13th April, at 8 A.M.
TAMSAI VIA SWATOW and AMOY	"PROTEUS"	SUNDAY, 16th April, at 8 A.M.
ANPING VIA SWATOW and AMOY	"B. JOHNSON"	WEDNESDAY, 19th April, at 8 A.M.

For Freight, Passage, and further information, apply to Bradley & Co.

OSAKA SHOSHEN KAISHA.

Hongkong, 7th April, 1905. [14]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 19th April.
R.M.S. "TAIYU"	4,425 Tons	WEDNESDAY, 26th April.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 10th May.
R.M.S. "ATHENIAN"	3,892 Tons	WEDNESDAY, 24th May.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 31st May.

Hongkong to London, 1st Class via St. Lawrence 260. via New York 282. Intermediate on Steamers. 240. and 1st Class Rail. 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIP, "sailing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TAIYU" and "ATHENIAN" carry "Intermediate" passengers only a 1st class rate, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, 9, Pedder Street.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION)

FOR	STEAMERS	TO
AMOI & MANILA	"YUENSANG"	Friday, 14th April, 8 Night.
SHANGHAI	"FOOSHING"	Monday, 17th April, 4 P.M.
SHANGHAI	"HONGSANG"	Wednesday, 19th April, 4 P.M.
MANILA	"LOONGSANG"	Friday, 21st April, 4 P.M.
TIENTSIN	"WOSANG"	Saturday, 22nd April, 4 P.M.
STRAITS & CALCUTTA	"NAMSANG"	Tuesday, 25th April, 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

‡ For Freight or Passage, apply to

JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 13th April, 1905.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Sat, 15th April, 10 A.M.
RUBI	2540	A. H. Nolley	Manila via Amoy	Fri, 21st April, 4 P.M.

For Freight or Passage apply to

Hongkong, 10th April, 1905.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"SIMLA," Captain F. R. Summers, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 22nd April, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Molavia," 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Macedonia," due in London on the 4th June, 1905. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to L. S. LEWIS, Acting Superintendent. Hongkong, 10th April, 1905. [1]

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAIN. 37, DES VERT ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904. [61]

DAVID COOK & CO.'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN JARFOLDING ARNOLD, KARBURG & CO. Sole Agents.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c. and for PRIVATE RESIDENTS AT THE OUTPOSTS. A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST

HONGKONG WEEKLY PRESS, with which is incorporated "THE CHINA OVERLAND TRADE REPORT." Subscription, paid in advance, 3/2 per annum. Postage to any part of the World 8/2.

LOTHIAN, British str., 3,711, J. C. Williamson, 12th Feb.—Port Natal 15th Jan.—Doddwell & Co.

LOYAL, German str., 1,528, L. Lorenson, 6th April.—Sourabaya via Labuan 21st March, Sugar and General.—Sander, Wiener & Co. MERCEDES, British str., 2,325, G. S. McGregor, 14th March.—Wohaiwei 25th February.—Admiralty.

NICOMEDIA, German str., 4,370, A. Wagner, 5th April.—Portland and Moji 1st April, General.—Portland & Asiatic S.S. Co. POLUX, German str., 779, C. Swenson, 14th March.—Ryung 7th March, Timber.—Order.

RAJAHMUN, German str., 1,189, G. Wendig, 9th April.—Batavia 3rd March, Rice and Meat.—Butterfield & Swire. SHANTUNG, British str., 1,743, Robinson, 4th April.—Hongkong 1st April, Coal.—Butterfield & Swire.

SHANWUT, Amr. str., 9,000, E. V. Roberts, 10th April.—Manila 7th April.—Doddwell & Co.

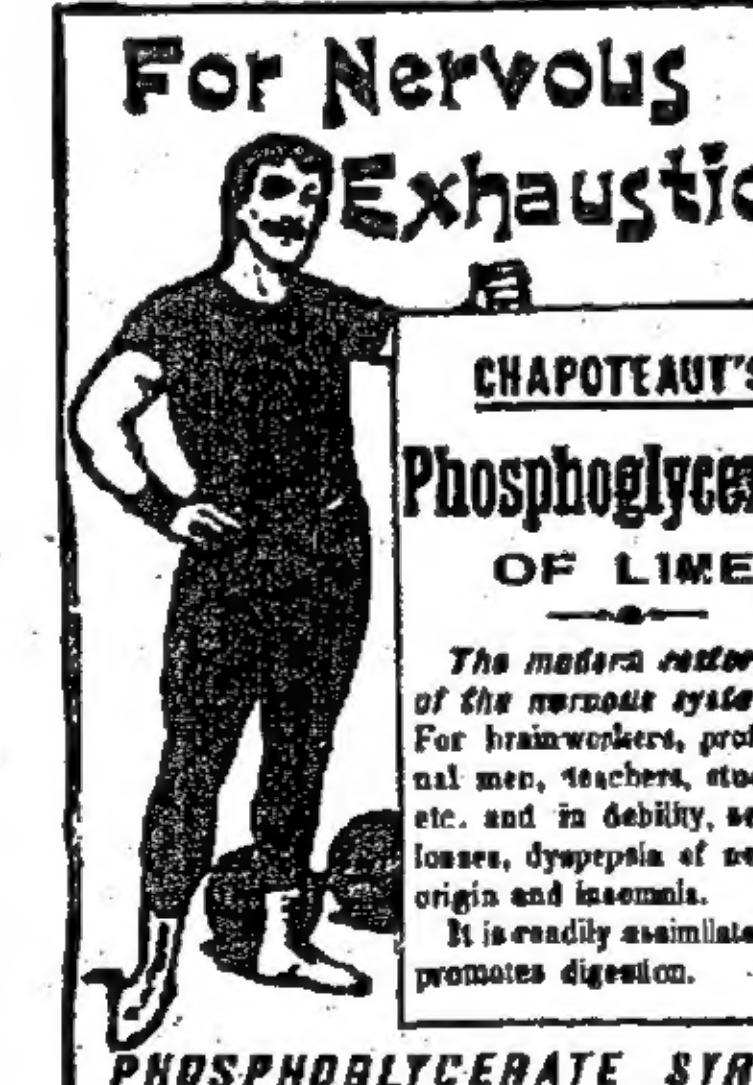
SIAM, Danish str., 2,336, Jensen, 11th April, Antwerp 19th Feb and Singapore 4th Mar.—General.—Molochers & Co. SIBERIA, American steamer, 5,855, J. Tremaine, 10th April.—San Francisco 8th March, Mails & General.—P. M. S. S. Co. SINGORA, German str., 1,754, P. Hermeling, 11th April.—Bangkok 3rd April, Rice.—Molochers & Co.

TRIUMPH, German str., 763, Zamm, 8th April, Antwerp 19th Feb and Singapore 4th Mar.—General.—Osaka Shosen Kaisha. WOORUNG, British str., 1,100, Dawson, 9th April.—Shanghai 5th April, General.—Butterfield & Swire.

SPER, Norwegian str., 870, A. Steln, 6th April.—Saigon 31st March, Rice.—Aagaard, Thorsen & Co. TAKTAR, British str., 2,768, R. Beatham, R.N.R., 5th April.—Yokohama 7th March and Shanghai 2nd April, General.—C. F. E. Co. TEXFELD, German str., 670, H. Bothmann, 2nd April.—Hamburg 2nd Feb, General.—Carlowitz & Co.

TJLATAJ, Dutch str., 3,488, H. Koops, 10th April.—Manassar 2nd April, General.—Java-China-Japan Lijn. VERUS, American str., 668, Anto de Aralucea, 10th April.—Manila and Iloilo 6th April, General.—Barretto & Co.

ON SALE. BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY to DECEMBER 1904. With Index. Price 7/50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.



For Nervous Exhaustion

CHAPOTEAU'S PHOSPHOGLYCERATE OF LIME


The modern preparation of the nutrient system. For invalids, professional men, teachers, students, etc., and in debility, neuralgia, dyspepsia of nervous origin and insomnia. It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE STROP (CHAPOTEAU)

PHOSPHOGLYCERATE WINE (CHAPOTEAU)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)

8, rue Vivienne, PARIS-FRANCE.



MARTIN'S APIO STEEL PILLS

For Ladies.

ON SALE. BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY to DECEMBER 1904. With Index. Price 7/50. On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

WOSANG, British steamer, 1,076, Malkin, 10th April.—Wosang 7th April, General.—Jardine, Matheson & Co. YUENSANG, British str., 1,128, P. H. Rolle, 10th April.—Manila 7th April, General.—Jardine, Matheson & Co. ZAFIRO, British str., 1,511, R. Rodger, 10th April.—Manila 8th April, General.—Shewan, Tomes & Co.

SAILING SURVEY. A. G. ROPES, Amr. ship, 2,332, D. H. Rivers, 16th March.—Philadelphia 16th Oct., Case Oil.—Standard Oil Co. S. P. HITCHCOCK, Amr. ship, 2,086, E. V. Gates, 22nd March.—New York, Oil and Wax.—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alaritz, despatch boat, 1,700 tons, 10 guns, 3,000 h.p., Com. R. M. Harbord, Hongkong. Albion, battleship, 12,850 tons, 16 guns, Capt. Fremantle, Hongkong.

Algerine, sloop, in reserve, Hongkong. Amphitrite, 1st class cruiser, 11,000 tons, 18 guns, h.p., Capt. Charles Windham, C.V.O., Singapore.

Andromeda, cruiser, 12,500 tons, Capt. Nelson. Anson, 2nd class cruiser, 4,361 tons, 10 guns, 7,000 h.p., Captain Lionel G. Tufnell, Nanking.

Bonaventure, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. H. H. Torlesse, Hongkong. Bramble, gunboat, in reserve, Hongkong.

Britomart, gunboat, in reserve, Hongkong. Centurion, battleship, 16,500 tons, Capt. Fegen, Hongkong.

Dindon, 1st class cruiser, 11,000 tons, 18 guns, h.p., Capt. H. C. Gray, Hongkong. Fama, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut.-Comdr. St. venon, Hongkong.

Glory, battleship, 12,850 tons, 18 guns, 13,500 h.p., Capt. Hon. W. G. Stopford, Hongkong. Hardy, torpedo-boat destroyer, 260 tons, 6 guns, 4,400 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,400 h.p., Lieut.-Comdr. Richards, Hongkong. Hecla, special torpedo vessel, 640 tons, 2400 h.p., Capt. E. F. B. Charlton, en route Hongkong.

Hogue, cruiser, 12,000 tons, Captain Shortland, Hongkong. Humbly, storeship, 1,840 tons, Comdr. P. M. Rindore, Hongkong.

Iphigeneia, 2nd class cruiser, 3,600 tons, Capt. Fawcoker, Singapore. Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,800 h.p., in reserve, Hongkong.

Kinshas, river gunboat, 331 tons, Lieut.-Comdr. E. V. F. R. Dugmore, on Yangtze. Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. F. E. Noble, West River.

Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain Greet, U.S.N., Hongkong. Otter, torpedo-boat destroyer, 350 tons, in reserve.

Phoenix, sloop, in reserve, Hongkong. Rambler, surveying ship, 383 tons, Comdr. Chas. E. Moore, Hongkong.

Robin, river gunboat, 83 tons, 2 guns, 24 h.p., Lieut.-Comdr. Vaughan, West River. King EDWARD HOTEL.

Dr. & Mrs. T. S. N. Adam. Miss Adam. Mr. & Mrs. A. Ashton. Mr. & Mrs. W. B. Bingham. Mr. & Mrs. W. F. Bishop. Capt. W. Van Coubert. Mr. & Mrs. F. V. Davies. Mr. & Mrs. A. H. Hamner. Mr. & Mrs. N. M. Holmes. Mrs. Jackson and child. Mr. & Mrs. J. W. Jameson. Mr. & Mrs. F. Kline. Mr. & Mrs. F. Kline. Capt. F. Kline. Mr. & Mrs. C. Knapp. Mr. & Mrs. W. Lawrence. Miss Lawrence.

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